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You choose a Bond for the amount that suits your pocket and enquire from the Bank the cost of the draft in local currency at the day's rate of exchange. You hand to the Hongkong Bank a cheque for this amount in full, and they will apply to the BANK OF ENGLAND for your Bonds. The Bank will also provide you with a form, which you must fill up, declaring that you are neither domiciled nor ordinarily resident in the United Kingdom, in order to obtain exemption from Income-Tax.

Bonds in denominations of £5, £20 and £50 are obtainable through the Post Office in England, and the Bank will forward applications for these smaller amounts if desired. Everyone, therefore, can help, however modest his means may be.

Do not delay until the Exchange drops further,
but buy now.

FORTHCOMING EVENTS.

- Monday, 26th June—
3 p.m.—Auction of Crown Land at Public Works Dept.
Wednesday, 28th June—
4 p.m.—Election of a Justice of the Peace for the Licensing Board.
Saturday, 3rd July—
3.45 p.m.—Third Gymkhana Meeting at the Race Course, Happy Valley.
Wednesday, 19th July—
Non-The "Derawongse" Steamship Co., Ltd. Final Winding-up Meeting at the Company's Office.
12.15 p.m.—The "Phranang" Steamship Co., Ltd. Final Winding-up Meeting at the Company's Office.

THE BEST ADVICE.

To give to a person suffering from Headache or Neuralgia is to use a remedy that will give instant relief—Like a touch of the wizard's wand LITTLE'S ORIENTAL BALM acts on these painful disorders. The effects are simply marvellous. One application and the pain subsides as if by magic. It has been done thousands of times without a single failure.

LITTLE'S ORIENTAL BALM is the one sure-acting remedy for Neuralgia and Headaches. A bottle on your shelf makes your household pain-proof. First relieves, then cures all manner of external aches and pains. It has lifted the cloud of suffering from the brow of humanity. Sold at 1s. 4d. per bottle. Agents for Hongkong: Messrs. A. S. Watson & Co., Ltd.

THE Y.M.C.A. BUILDING FUND.

TWELFTH LIST OF DONATIONS.

The Douglas Steamship Co.	250
Drs. Fitzwilliams and Dalman	100
Mr. Allan	100
Mr. E. V. D. Parr	50
Mr. C. C. Hickling	50
Mr. J. R. Wood	50
Rev. R. G. H. Griffith	50
Mr. G. W. Barton	25
Com. C. W. Beckwith R.N.	25
Mr. M. Manuk	25
Mr. B. E. Fielder	25
Mr. E. G. Stewart	25
A. W. G.	15
Rev. G. B. Shann	15
Rev. W. E. L. Martin	15
Mr. E. E. Wilber	15
Mr. P. L. Wright	15
Mr. B. James	15
Mr. Frank Austin	15
Mr. A. E. Davey	15
Mr. A. W. Dally	15
Capt. W. Russell	15
Mr. R. Hall	15
W. McK., and Messrs. W. L. Handyside, R. G. Vergette, T. R. Chassels, W. C. Bond, R. J. Rawlinson, W. R. Farmer, N. I. Brewer and R. A. Wilkinson, each \$5	45

Already acknowledged \$ 97,922
\$ 98,817

HONGKONG WAR CHARITIES.

SUBSCRIPTION LIST NO. 4.

Anonymous, Anonymous, A. Chapman, Miss E. Macker	250
Messrs. C. B. Cooper, H. Appleton, C. W. Pendergast, G. Gipson, L. Buchanan, J. Lenaghan, Wm. Henderson, Ojagar Singh (monthly subscription), M. Azim, "Goldfish," On Wing, and U Shui Kwai	100.00
Mr. G. N. Orme	100.00
Mr. A. M. L. Soares	100.00
Messrs. Lane, Crawford & Co. Staff (monthly subscription)	125.00
Miss P. Davey, Messrs. A. G. Passmore, W. Robertson, F. H. Foster, A. Edwards, F. A. Pirese, and W. J. J. Gast	50.00
Messrs. G. W. Franks, E. J. Pierpoint, E. A. Carvalho, J. Pestonjee, A. M. de Souza, E. H. D'Aquino, Kwong Wo On, and N. L. Smith	10.00
Messrs. A. Calvert, C. E. Thomas, G. R. Field, P. Rodriguez	25.00
"Little Bit Society"	100.00
Mr. Frank Smith (Macao)	100.00
Messrs. Leigh & Orange	100.00
Messrs. Palmer & Turner	100.00
Messrs. Little, Adams & Wood	100.00
Messrs. Dennison, Ram & Gibbs	75.00
Hon. Mr. W. Chatham	50.00
Mr. C. H. Gale	50.00
Mr. D. Jaffe	50.00
Mr. T. L. Perkins	50.00
Mr. H. T. Jackman	50.00
Mr. C. E. Warren	50.00
Mr. John Lumm	50.00
Mr. A. Abdulrahman	100.00
Messrs. E. M. Hazledine, W. A. Connell, E. A. Irving, and Francis, The Pat	25.00
Mr. A. B. Austin	50.00
Mr. J. McCubbin	50.00
Mr. A. Turner	100.00
Allegany	100.00
Messrs. Patell & Co.	500.00
Staff of the Botanical and Forestry Dept., \$33.80; Subscribed by the Children of the Kowloon British School, \$32.65; Subscribed by the Children of the Victoria British School, \$12; Tadpole Ah Chee, \$11; and Anonymous, \$2.92	100.00
Messrs. J. F. E. Rosario, L. Franco	50.00
Mr. F. Currie Hanson	50.00
Dr. G. D. R. Black	50.00
Mr. W. J. Titcher	50.00
Mr. A. F. Arculli	100.00
Hongkong Cricket Club proceeds of sale of tickets at Championship Tennis Match	500.00
Mr. M. J. D. Stephens	1,000.00
Mr. C. Thorne	100.00
Anon	3,000.00
Mr. Cheung But So	500.00
Mr. Lo Kun Ting	400.00
The Sun & Co., Ltd.	200.00
Mr. Un Kam Wa	200.00
Mr. Li Sui Kam	200.00
Mr. Li Wing Kong	200.00
Mr. Tsai Wei Fu	100.00
Mr. Chan Cheuk Hing	50.00
Mr. Sun Cheong Lung Lan	50.00
Mr. Wong Yu Tang	50.00
Mr. Tang Che Nong	50.00

Already acknowledged \$ 10,592.24
\$ 104,026.89

Further lists will be published shortly.
N. J. STABB,
Hon. Treasurer,
War Charities Fund,
Hongkong, 21st June, 1916.

GERMAN CONSRIPTION OF YOUNG BELGIANS.

The *Telegraph* (of Amsterdam) learns from the Belgian frontier that it is announced from a Belgian official source that the Germans have taken strong measures against the young Belgians who come within the regulations for incorporation in the Army. It is asserted that all these young men will be employed in the service of the hostile army.

HONGKONG HARBOUR IN 1915.

LARGE DECREASE IN TONNAGE.

The annual report of the Harbour Master of Hongkong for 1915 states that the total of the shipping entering and clearing at ports in the Colony during the year 1915 amounted to 331,602 vessels of 33,884,919 tons, which, compared with the figures for 1914, shows an increase of 14,103 vessels, with a decrease of 2,872,032 tons. Of the above, 59,148 vessels of 22,515,023 tons were engaged in foreign trade, as compared with 51,214 vessels of 22,279,024 tons in 1914.

Of vessels of European construction, 3,850 ocean steamers, 4 sailing ships, 4,283 river steamers, and 3,437 steam launches entered during the year, giving a daily average entry of 316 ships, as compared with 324 in 1914, and 299 in 1913.

The average tonnage of individual ocean vessels entering the port has decreased from 2,612.1 tons to 2,519.9 tons. That of British ships has decreased from 2,623.3 tons to 2,625 tons, while that of foreign ships has decreased from 2,560.2 to 2,411.2 tons. During the past 20 years, the average tonnage of ocean-going vessels has increased from 1,268 tons to 1,877.2 tons.

The average tonnage of river steamers entering during the year has decreased from 682.1 tons to 480.9 tons. That of British river steamers has decreased from 600.4 tons to 519.3 tons, and that of foreign river steamers has decreased from 513.5 tons to 414.4 tons.

In local trade (i.e., trade between places within the waters of the Colony) there is an increase in steam launches of 8,764 vessels with a decrease in tonnage of 250,650 or 1.9 per cent. in numbers and 2.0 per cent. in tonnage. This is explained by the fact that smaller launches have been used in place of the larger launches which are being used as examination vessels. In local trade junks there is shown an increase of 6,465 vessels of 149,219 tons or 17.2 per cent. in numbers and 11.0 per cent. in tonnage. This is explained by the fact that a better control is now exercised as these craft have to report themselves and get a permit to pass outward through the examination service.

The actual number of individual ocean-going vessels of European construction entered during 1915 was 724, of which 310 were British and 414 were Foreign. In 1914 the corresponding figures were 825, 355 British and 440 Foreign.

These 724 ships measured 1,824,335 tons. They entered 3,824 times and gave a collective tonnage of 7,181,659 tons. Thus 101 fewer ships entered 402 times, and gave a collective tonnage reduced by 1,236,910 tons, an average of 3,201.2 tons per entry.

The figures and statistics which here follow are not necessarily strictly accurate, as they are derived from reports by masters of ships, and not from ship's manifest, as they would be in the case of a port that was not free, and where all cargo would have to pass through a customs house.

Here is shown a decrease of 280,755 tons, or 6.7 per cent. which is of course due to the war entirely. This decrease is almost as a shortage from European countries as the local trade has been quite up to the normal, except in the case of Coal. Increases are shown in the following: Beans, Rice, and Timber whilst decreases are shown under the following: Coal, Cotton, Flour, Hemp, Kerosene both Case and Bulk, Liquid Fuel and General.

Beans.—Here the increase is very slight and shows that the trade being a local one has kept normal.

Coal.—A very large decrease in coal has occurred, and this is naturally due to the falling off in large ocean vessels up to the normal, except in the case of Coal. Increases are shown in the following: Beans, Rice, and Timber whilst decreases are shown under the following: Coal, Cotton, Flour, Hemp, Kerosene both Case and Bulk, Liquid Fuel and General.

Flour.—A decrease is shown here of 55,507 tons. Again this is owing principally to the large stocks which were imported towards the latter part of 1914 and held over for a higher price. Also the Chinese did not use as much flour as in 1914 owing to the appreciable cheapening of the rice market. It is also due to high freights ruling and high cost of wheat in America.

Hemp.—Here again a decrease is shown of 17,161 tons, most of this shortage is probably transhipment cargo, as often hemp is transhipped here into home boats.

Kerosene Oil.—Bulk Oil shows a decrease of 5,636 tons and Case Oil of 25,161 tons, the decrease shown in Bulk Oil is only a nominal one and means that the trade has maintained an even balance but Case Oil shows a heavy decrease due undoubtedly to the high freight rates ruling and the difficulty of getting tonnage, which would have the effect of considerably increasing the cost per case. Importers who had stocks in hand at the beginning of the year did not import hoping for more normal times. One cargo for Hongkong was lost off the coast of Japan, and owing to collapse of Panama Canal, cargo destined to arrive in 1915 did not arrive until January 1916.

Liquid Fuel.—A decrease is shown of 14,945 tons, which is due entirely to the war, the withdrawal of the fleet and consequently small demand for this commodity outside merchant shipping. The fleet were practically the only consumers of Liquid Fuel out of this port.

Baltan.—Here a decrease is shown, but in reality the importation has been about normal, the decrease shown being due to this cargo being classed as General.

Rice.—Here is shown an appreciable increase, and this is accounted for by the exceptionally large crops gathered during the year both in Siam and Indo-China, and the excessive demand from South China owing to the floods, and large tracts of rice land not being under cultivation. This again being a local trade, has been unaffected by the war.

Timber.—Here an increase is shown which is due to the falling off of stocks at the end of 1914, which have been more than made up this year.

General.—The decrease here of 47,562 tons is small, only amounting to 2 per cent. (Continued on next Column.)

KOWLOON CANTON RAILWAY.

ANNUAL REPORT.

The annual report on the Kowloon-Canton railway (British section) which was laid upon the table at the meeting of the Legislative Council yesterday stated, *inter alia*:

The building of the new Terminal Station at Kowloon has made satisfactory progress during the year the building itself being practically finished; though, owing to the war, unforeseen delays in the arrival from England of fittings and fixtures have held up the completion of the interior, it is yet hoped that it may be possible to open the building for the public early in the coming year.

Before the Station as a whole can be considered complete, the platform has to be partly roofed over and the circulating area in front of the west face surfaced, curbed and metalled.

A thoroughly up-to-date mechanical interlocking signal system has been installed at the Kowloon Terminus by the Railway Signal Company, Limited, all signals and points within station limits being now operated from a cabin situated at a point overlooking the yard and approaches.

The erection of the new running shed has been delayed as difficulties were experienced on account of the war in obtaining satisfactory tenders for the steel work, and further, because possession of the necessary land could not be obtained until recently.

The three new Main Line locomotives ordered from England in 1914 arrived in the Colony in May, and were erected and have rendered satisfactory service.

The expenditure chargeable to the Construction Account to December 31st, 1914, was \$14,095,600.08, and during the year further expenditure was incurred on works detailed in this report amounting to \$22,829.97 being receipts on account of sales of plant, etc., leaves a total of \$14,118,430.05 for the year.

The Revenue Statements of earnings and expenditure take the usual form. The receipts on account of local coaching traffic amounted to \$114,360.34 an increase of \$5,961.76 as compared with 1914, while the local goods and sundry traffic show a decrease of \$9,069.03 and \$6,178.07 respectively. The Revenue from through and joint sectional coaching traffic was \$21,504.16 less than the previous year mainly due to a fall in the number of through and joint sectional passengers carried as compared with 1914 which was an abnormal year owing to the depreciation of Chinese Government notes being for some time accepted at face value by the Railway (Chinese Section).

The Working Expenses amount to \$207,955.07 or \$22,899.58 more than the previous year.

The gross earnings for the year were \$247,709.05 as against \$364,508.22 for 1914. The balance after paying working expenses stands at \$46,753.11.

EXPORTS.

This of course like the preceding year is due entirely to the war and the small amount of goods being exported from European countries.

An increase is shown in Exports of 79,793 tons or 3 per cent. This again is principally local, as export trade has been particularly brisk between Hongkong, the Straits and India. Coal, Portland Cement, and other goods have also had a large share of attention. But although an increase is shown for the year, export trade is still far below the average of 1913.

Transit.—The decrease in transit cargo, which was very marked in 1914, has continued to decrease to a still greater extent this year, and the same reason must undoubtedly be given for it, viz., the falling off in large ocean vessels visiting the port both from European and American ports.

REVENUE AND EXPENDITURE.

The gross revenue collected by the Harbour Department during the year was \$551,237.50 as against \$576,442.02 collected in the previous year, showing a decrease of \$25,204.52 or 4.1 per cent.

The principal decreases are under Light Dues \$14,922.12; Light Dues Special Assessment \$10,659.54; Boat Licences \$5,067.03; Chinese Passenger Ship Licences \$283.00; Junk Licences from New Territories \$897.60; Engagement and Discharge of Seamen \$4,211.40; Examination of Masters \$677.50; Gunpowder Storage \$4,622.01; Medical Examination of Emigrants \$9,440.50; and Survey of Steamships \$3,614.31. The majority of these decreases are due to the war, which has caused a large reduction in the tonnage of ships entering and clearing.

The principal increase are under Marine Court Fines \$3,209.19; Steam Launch Licences \$1,772.87; Fees for use of Government Buys \$3,152.73 (this is due to the taking over by the Government of twenty-five of the hitherto privately owned buoys); Steam Launch Surveyor's Certificates \$480.00; and Sunday Cargo Working Permits 18,300.00.

The expenditure of the Harbour Department for 1915 was \$166,465.04 as against \$173,214.01 expended in 1914, showing a decrease of \$6,748.97 which is mostly due to savings in salaries through retirement of one officer and other changes. A sum of \$90,860.20 was also expended on taking over by the Government of the privately owned buoys and moorings and the installation of an "Aga" light at the Signal Hill Station, Kowloon.

EMIGRATION AND IMMIGRATION.

Sixty-eight thousand two hundred and seventy-five (68,275) emigrants left Hongkong for various places during the year 1915, (76,296 in 1914). Of these, 46,583 were carried in British ships, and 21,692 in foreign ships. One hundred and nine thousand seven hundred and fifty-three (109,753) returning emigrants are reported to have been brought to Hongkong from the several places to which they had emigrated either from this Colony or from Coast Ports, as against 109,827 in 1914. Of these 83,057 arrived in British ships, and 27,696 in foreign ships.

Four hundred and seventy cases were heard in the Marine Magistrate's Court, (447 in 1914).

ROYAL HONGKONG GOLF CLUB.

GOVERNOR'S CUP WON BY MR. F. MAITLAND.

Mr. F. Maitland, by defeating Mr. C. C. Stark over Fan Ling on Wednesday, becomes possessor of the cup kindly presented by H.E. Sir Henry May for competition among members of 12 handicap and over, while Mr. Stark takes the cup presented by the Club to the runner-up.

The game between the finalists was full of interest throughout. At the 16th hole the match was all square, but Mr. Maitland—whose golf has been remarkably steady throughout the competition—secured the last two holes and the match. To reach the final the winner has successfully knocked out Sir William Rees Davies, Mr. Greenhill, Mr. D. E. Clarke and Mr. Evans. At the outset of the competition it was recognised that Mr. Maitland would just about get through. His play is always characterised by steadiness, while the quality of his golf has improved considerably during the last few months. Mr. Maitland's victory is a very popular one.

The sum realised from the Entrance Fees to this Competition (about \$90.00) is to be handed to a War Charity.

VICTORIA GOAL IN 1915.

The report of the Superintendent of Victoria Goal for 1915 shows that the number of prisoners received into prison during the year and the corresponding number for the year 1914 were as follows:—

	1915	1914
Convicted by Ordinary Courts	2,993	3,034
Convicted by Courts Martial	6	3
Supreme Court for China and Korea	7	8
High Court, Weihaiwei	3	0
Debtors	58	61
On remand or in default of finding surety	1,112	949
Total	4,179	4,059

There was an increase of 120 on the total number of admissions as compared with the year 1914. There was an increase of prisoners convicted for larceny during the year under review, the number being 707 against 565 for the previous year. The percentage of convicted prisoners admitted to prison with previous convictions recorded against them was 11.5 as compared with 11.7 for 1914.

There were 837 punishments awarded for breach of prison discipline, being an average of 1.41 per prisoner as compared with 804 with an average of 1.34 for the preceding year. Corporal punishment was inflicted in 5 cases for prison offences during the year. 110 prisoners were whipped by the order of the Courts. There was no escape and only one attempt to escape.

Constant attention is given to the instruction of long-sentence prisoners of good conduct, who are employed at industrial labour. 7,166,168 forms were printed and issued to the various Government Departments and 29,937 books bound and repaired.

HONGKONG ASSESSMENT FOR 1916-17.

The report on the assessment of Hongkong for the year 1916-17 gives the following list of rateable values:—

City of Victoria.—The rateable value has decreased from \$11,765,175 to \$11,657,605, a reduction of \$77,570 or 0.65 per cent.

Hill District.—The rateable value has increased from \$322,185 to \$323,190, an addition of \$915 or 0.28 per cent.

Shaokwan, Saiwanho, and Quarry Bay.—The rateable value has increased from \$381,571 to \$386,186, an addition of \$4,615 or 1.20 per cent.

Hongkong Villages.—The rateable value has increased from \$173,026 to \$206,222, an addition of \$33,196 or 19.21 per cent.

Kowloon Point.—The rateable value has increased from \$603,315 to \$612,385, an addition of \$9,070 or 1.51 per cent.

Yau Ma Tei.—The rateable value has increased from \$330,465 to \$350,765, an addition of \$20,300 or 6.15 per cent.

Mongkoktsui.—The rateable value has increased from \$210,715 to \$211,130, an addition of \$415 or 0.19 per cent.

Hungshom and Hokun.—The rateable value has decreased from \$301,045 to \$295,505, a reduction of \$5,540 or 1.84 per cent.

Kowloon Villages.—The rateable value has increased from \$80,926 to \$83,816, an addition of \$2,890 or 3.57 per cent.

New Kowloon.—The rateable value has increased from \$104,163 to \$106,152, an addition of \$1,989 or 1.91 per cent.

The Whole Colony.—The rateable value has decreased from \$14,287,285 to \$14,232,186, a slight reduction of \$5,099 or 0.03 per cent.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICES.

1.—Detail of Engineer Co. duties at Belchers and Stonecutters for July have been posted at Headquarters.

2.—No. 1605 Pte. G. Miskin is granted 14 days' leave of absence from 22nd inst.

3.—Friday, 23rd instant.
5.30 p.m.—Recruits of Right Section M.G. Co. Squad drill at Headquarters.

4.—On duty to-night: Left Section M.G. Co.
On duty 24th inst.: Right Section M.G. Co.

On duty 25th inst.: No. 2 Section Arty. Battery
Orderly Officer 23rd J. 29th: Lieut. Preston.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.



THE WAR.

HEAVY FIGHTING ON RUSSIAN FRONT.

MASSED GERMAN ATTACKS.

ENEMY ACTIVE IN THE WEST.

ALLIED NOTE TO GREECE.

THE CABINET SPLIT.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HUGE RUSSIAN CAPTURES. STILL IN PURSUIT OF ENEMY.

PETROGRAD, June 21st.

A *communiqué* states:—We have crossed the Seventh, in pursuit of the enemy. From the 4th, to the 17th, inst. General Brusiloff's armies have captured 172,484 prisoners, 198 guns, 560 machine-guns, 180 trench pieces and a huge quantity of material.

The enemy took the offensive last night south of Smorgon and penetrated trenches in one sector, but a counter-attack expelled them. Other attacks in this region were repulsed by fire or bayonet.

In the Revanduzia region one young troops routed a large band of Kurds who left a large number killed. In the direction of Bagdad a Cossack *coup de main* ousted the Turks from the region of Kolashakin.

FURIOUS FIGHTING.

MASSED GERMAN ATTACKS.

PETROGRAD, June 21st.

A *communiqué* describes a series of furious engagements along the Stokhod, and states that north-westward and westward of Lutsk there were massed German attacks. Certain villages changed hands repeatedly, and some finally remained in the hands of the Germans and others in the hands of the Russians, who took 500 prisoners and captured 15 machine-guns.

HORSE ARTILLERY'S FINE WORK.

PETROGRAD, June 21st.

The dashing work of the Horse Artillery, mentioned in a recent *communiqué*, was at Zaleschiki. When the enemy were driven from their positions and were fleeing in disorder, as no cavalry was available, a Russian battery commander despatched 60 mounted gunners, 40 of whom sabred the retreating infantry, and captured 150, while the remaining 20 swooped down on a fleeing Austrian battery. The latter put up a stout defence with revolvers and carbines. Their commander was killed and the horses and riders and the gun teams were wiped out before the battery surrendered. Only three Russians were killed.

SANGUINARY ENEMY DEFEAT.

PARIS, June 22nd.

It is reported here that General Hindenburg's forces were sanguinarily defeated south of Smorgon, and that the Russians are violently bombarding important sectors on Hindenburg's front on the Dvina.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS REPULSED.

Rome, June 21st.

A *communiqué* states:—Three enemy night attacks south-west of Asiago were repulsed with heavy loss. We have continued our difficult advance north of Frenzela valley. Frequent enemy counter-attacks were repulsed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE PRIZE.

LONDON, June 22nd.

The Dutch steamer *Ostarda* has been sunk.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ASSAULTS SHATTERED. HEAVY LOSSES.

PARIS, June 22nd.

A *communiqué* states:—Left of the Meuse our fire completely stopped a German attack on the trenches we captured on the 15th, on the southern slopes of Morthomme. The Germans on the right of the Meuse, after a bombardment with heavy guns all day in the region of Hill 320, Chapitre Wood and Famin-le-Chenois, attacked west and south of Vaux Fort. Our artillery and machine-gun fire twice shattered the assaults of the enemy who lost heavily.

HAVE YOU SUBSCRIBED

TO THE
HONGKONG HUT FUND
FOR OUR SOLDIERS IN FRANCE?
—THE MEN DESERVE YOUR HELP.

GERMANS EXPLODE MINES.

PARIS, June 21st.

A *communiqué* states:—There has been considerable artillery activity on both sides of the Meuse. After exploding two mines the Germans attacked Hill 108, north west of Rheims, but were repulsed.

BRITISH FRONT.

LONDON, June 22nd.

General Sir Douglas Haig reports that the day has been most quiet apart from intermittent shelling and mining activity.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

GALLANTRY IN EGYPT. GENERAL MAXWELL'S DESPATCHES.

LONDON, June 22nd.

A *Gazette* contains General Maxwell's despatches in regard to the operations in Egypt. He mentions a large number of Indian soldiers, and especially plays a tribute to the ceaseless vigilance of the Indian Expeditionary Force under Major-General Wilson, ably assisted by Brigadier Bingley, in guarding a hundred miles of the Canal front throughout the summer. He also mentions that on November 23rd, 1915, a squadron of Mysore Lancers routed a Turkish force and killed the Bedouin leader who had been responsible for most of the raids on the Canal. After this the raids entirely ceased. General Maxwell also pays a tribute to the invincible dash and resolution of the 15th Sikhs on the western frontier of operations, and the assistance given by the Navy under Vice-Admiral Peirse.

TURKS' AERODROME ATTACKED.

SEVEN AEROPLANES DESTROYED.

CAIRO, June 21st.

It is officially announced that on the 19th inst. our aeroplanes bombed the enemy aerodrome, camps, and troops at El Arish and destroyed two aeroplanes on the ground, killed a pilot and observer and the mechanics. One which was about to fly was burned. The hangars were damaged, and at least five other aeroplanes were destroyed. We lost three aeroplanes, but all the pilots were saved.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE CABINET SPLIT. STRONG EFFORT TO ATTAIN UNITY.

LONDON, June 22nd.

Apparently a strong effort is being made to attain Cabinet unity over the Irish question. Mr. Bonar Law, Mr. Balfour, Lord Hugh Cecil, Earl Curzon, Lord Lansdowne, Mr. Chamberlain, Earl Selborne and Mr. Walter Long conferred with Sir Edward Carson at the Colonial Office.

In the House of Commons Mr. Asquith asked for a postponement till next week of the question regarding Ireland, in view of the delicate negotiations which were proceeding.

THE IRISH DIFFICULTY. DEPLORED.

LONDON, June 21st.

The general feeling is that the prosecution of the war should be the first consideration. The attitude of the southern Irish Unionists, which is attributed to the belief that disloyalty is reviving, is regarded as most regrettable, as it is understood that Mr. Lloyd George had conceded them the inclusion of 30 members of the propertied and financial classes in the Irish Parliament.

The *Times* denounces the dissidents, and says they are likely to come into line as Mr. Lloyd George's proposals are supported by an important body of Unionists.

The *Daily News* says that the Ulster Members of the House of Commons do not sympathise with the recalcitrants. Sir Edward Carson snubbed an English Unionist who urged that the Unionist "Forward" committee should adopt a resolution opposing an Irish settlement.

"PETTY-FOGGING POLITICIANS."

LONDON, June 21st.

The *Daily Mail*, in an article regarding the difficulty and delay in the appointment of Lord Kitchener's successor, says the public are impatient at the "petty-fogging politicians," and urges Mr. Asquith to put his foot down.

GREEK CABINET RESIGNS.

ATHENS, June 22nd.

The Cabinet has resigned, and the King has summoned M. Zaimis to form another Cabinet.

It is understood that no member of the Skouloudis Cabinet will be included in the Zaimis Cabinet. The latter is reputed to be friendly towards the Allies. He has been Premier on three occasions, and ably re-organised the affairs of the National Bank of Greece.

THE AFRICAN CAMPAIGN.

BRUSSELS, June 21st.

General Smuts reports that he has occupied Handeni, south of Wilhelmstad. The enemy are continuing to retreat towards the central railway. General Northey has occupied Aloanburg on Lake Nyassa, and the enemy have retired north-eastward. The Belgians now hold the line between the head of Lake Tanganyika and the south-western extremity of Lake Victoria.

DUTCH STEAMERS RESUME SUEZ ROUTE.

AMSTERDAM, June 21st.

The *Nieuws Van den Dag* states that the steamer *Princess Juliana* is sailing for the East Indies to-day, and will resume the Suez Canal route.

FAMOUS GERMAN AIRMAN KILLED.

AMSTERDAM, June 22nd.

The German papers announce that the famous airman, Immelman, has been killed by a fall on the Western front.

MINISTRY OF SHIPPING SUGGESTED.

LONDON, June 21st.

A Sub-Committee of the Unionist War Committee on the tonnage problem recommends a Ministry of Shipping on the lines of the Ministry of Munitions.

[THROUGH REUTER'S AGENCY.]

MEMORIAL TO LORD KITCHENER.

TRIBUTE BY MR. ASQUITH.

LONDON, June 21st.

In the House of Commons, Mr. Asquith, in moving that a memorial be erected to the memory of the late Lord Kitchener, paid a tribute to his work in association with Earl Cromer, in the emancipation and regeneration of Egypt, his reorganisation of the armies of India, and his sleepless energy, rare resources and masterful personality in the present war.

Mr. Bonar Law seconded, and Mr. Wardle emphasised the mutual confidence which had existed between Lord Kitchener and the Labour Members.

The motion was adopted.

ALLIED NOTE FOR GREECE.

ATHENS, June 22nd.

The British and French Ministers presented an Allied Note to the Greek Government on the 21st inst.

THE ECONOMIC CONFERENCE.

EFFECTIVE REPLY TO ENEMY'S PLANS.

PARIS, June 22nd.

The newspapers consider that the resolutions passed at the Economic Conference, if acted upon, will prove an effective reply to the enemy's plan for an economic confederation in Central Europe. M. Clementel emphasises that the Allies must not be surprised in peace as they were by war.

FIGHTING IN MEXICO.

AMERICAN CAVALRY IN ACTION.

EL PASO, June 22nd.

It is reported that American cavalry clashed with the Carranzists at Carrizal, and that both sustained heavy casualties.

MESOPOTAMIA PAPERS.

LONDON, June 22nd.

In the House of Lords Lord Islington said he hoped that the Mesopotamia papers would be issued early in July. Viscount Millican urged the early publication of the Mesopotamia papers. He said that private reports from Mesopotamia appeared to show that there were still great deficiencies. Not only an early debate, but an enquiry was desirable.

JAPANESE SQUADRON WELCOMED IN AUSTRALIA.

SYDNEY, June 22nd.

A Japanese Squadron which has arrived was warmly welcomed. Entertainments for the Officers and men have been arranged.

COCOA DUTY REDUCED.

LONDON, June 21st.

In the House of Commons Mr. McKenna announced the reduction from to-day of the duty on cocoa from sixpence to 4d., thus rendering the duty more fairly proportionate with the duty on tea.

PRIVATE LONSDALE PARDONED.

AMSTERDAM, June 21st.

The Kaiser has pardoned Private Lonsdale, who was condemned to death for insulting an officer at the Doberitz Camp.

HONGKONG'S VOLUNTEER FORCES.

INTERESTING COMMENTS.

The Blue Book, laid on the table at yesterday's meeting of the Legislative Council, contains the following:—By the end of the year every Briton, not physically unfit or specially excused on the ground of the performance of other work for the Colonial Government, had joined the local Volunteer Force, the members of which have rendered excellent service in the defence of the Colony. During the year 135 persons, the large majority of whom were resident in the Colony and 63 of whom were members of the Volunteer Corps, left the Colony to join the armies in England.

Enlistment for the Special Police Reserve Ordinance No. 27 of 1914 began in February and the number of members now amounts to over five hundred. The Reserve is under the command of a Deputy Superintendent, Mr. F. C. Jenkin, who had previous experience as a volunteer officer in England. The marked success which has attended the formation of the Reserve is in a great measure due to the close personal attention given by Mr. Jenkin to every detail of the organisation, and to the exceptional tact and firmness with which he has carried out his duties.

WORK OF THE HONGKONG POLICE IN 1915.

PRaise FOR THE POLICE RESERVE.

The annual report of the Captain Superintendent of Police at Hongkong for 1915 shows that the total of all cases reported to the Police during the year 1915 was 9,400 as against 8,817 in 1914, being an increase of 643 or 7.29 per cent. The average for the last five years is 10,447.4. In the division of these cases into Serious and Minor Offences, there appears an increase, as compared with 1914, of 140 cases, or 4.69 per cent., in the former, and of 503 cases, or 5.62 per cent., in the latter.

Thirteen murders were reported to the Police during the year, compared with 14 in 1914. In connection with 8 of these reports, no arrest was made, and in the remaining 5 cases, arrests were made. There were 2 cases in which convictions were obtained (2 persons). In 3 cases there was no conviction (6 persons). Eight cases of manslaughter were reported, as against 6 in 1914. In all of these cases, arrests were made. There were 4 cases in which convictions were obtained (5 persons). In 4 cases there was no conviction (8 persons).

Forty-four gang robberies were reported as against 17 in 1914. In 30 cases, no arrest was made; in the remaining 14 cases, arrests were made. Twenty street and highway robberies were reported, as against 16 in 1914. The estimated value of property stolen during the year was \$197,251.88, as against \$190,073.27 in 1914, an increase of \$7,178.61. The average for the last five years is \$278,745.37, a decrease on the average report in 1914 of \$14,389.44. The value of property recovered and restored to owners was \$23,170.37, as against \$26,997.59 in 1914, a decrease over property recovered in the previous years of \$3,827.22.

The conduct of the European Contingent (average strength 176) was good. The total number of reports against them was 45 as against 51 in 1914. There were 7 reports for being drunk or under the influence of drink, as against 9 in 1914; none were reported for sleeping on duty as against 1; and 2 for neglect of duty as against 3. One European constable was convicted for assault.

The conduct of the Indian Contingent (average strength 489) was good. There were 370 reports, as against 332 for the preceding year. For drunkenness there was 48 as against 27, for disorderly conduct 28 as against 33, for neglect of duty 23 as against 32, for absence from duty 23 as against 64, for gossiping and idling on duty 56 as against 61, and for sleeping on duty 33 as against 32. 370 men had no report. Six Indian Constables were convicted by the Police Magistrate (three dismissed from the Force), 2 for assault, 1 for insubordination, 1 for disorderly conduct, 1 for being absent from duty and drunk, and 1 for larceny.

The behaviour of the Chinese Contingent (average strength 631) was very fair. There were altogether 885 reports as against 553 in 1914. There was one report for drunkenness against 3, 113 for sleeping on duty as against 127, 22 for disorderly conduct as against 18, and 337 for minor offences as against 363; 173 men had no report. Seven Chinese Constables were convicted by the Police Magistrate (six dismissed), 2 for larceny, 1 for larceny from the person, 1 for manding money with menace, 1 for assault, 1 for misconduct, and 1 for misappropriation of Government money.

SPECIAL POLICE RESERVE. During the early days of the war many Special Constables were sworn in and did police duties, replacing Indian Police who had been temporarily withdrawn for other work. When these Special Constables were no longer needed they were withdrawn. Representations were received from certain British and Chinese gentlemen who wished to form themselves into a volunteer corps, intending to form an armed voluntary police force, they expressed their willingness to serve in such a force and certain public-spirited Chinese gentlemen guaranteed the conduct of the Chinese Contingent. The Special Police Reserve Ordinance was passed on 3rd October, 1914. The new force was rapidly enrolled, and under Mr. F. C. Jenkin, barrister-at-law, quickly became efficient.

Mr. F. C. Jenkin was first appointed Special Constable, and later on, Assistant Superintendent of Police and later on Deputy Superintendent of Police. The subjects of the Reserve included British, Indian and Chinese and they were formed into separate companies. An Ambulance Corps was recruited amongst the Chinese and placed under the charge of Dr. G. H. Thomas, who was made Surgeon-Inspector. A band was also formed from amongst the Portuguese Company, and a series of promenade concerts in the Public Gardens were arranged which were a distinct success.

Owing to the efficiency of this force it was found possible to allow 38 members of the Regular Police to proceed to England to enter the Army, their duties being performed by members of the Reserve, about 80 of whom carried out patrol duties daily in two shifts between 6 p.m. and midnight.

The strength of the Special Police Reserve on 31st December, 1915 was:—Staff, 10; No. 1 Co. (British and Indians), 129; No. 2 Co. (Portuguese), 148; No. 3 Co. (Chinese), 191; total, 478. During the latter part of the year 5 members of the Regular Force stationed at the Water Police Station were granted permission by His Excellency the Governor to proceed to England to join the Army for active service. Their duties have since been performed by members of the Special Police Reserve who take a keen interest in the Police work and are of considerable assistance to the Regular Force.

HONGKONG'S FINANCES FOR 1915.

LARGE ADDITIONAL EXPENDITURE.

The report on Hongkong's finances for the year 1915 was laid upon the table of yesterday's meeting of the Legislative Council. It showed that the total revenue for the year amounted to \$11,786,107, being \$378,475 in excess of the estimate and \$778,834 more than the revenue in 1914. Compared with the heads there were increases under the heads "Licences" and "Miscellaneous" but decreases under all other heads.

The principal sub-heads showing an increase over the estimate are as follows:—
(a) Sunday Cargo Working \$25,250
(b) Permits 15,870
(c) Other Miscellaneous Receipts 701,577
(d) Stamp Duties 130,934
(e) Increase under (a) is due to the large increase in profits earned by shipping, (b) to profit on private works, (c) partly to increased price of prepared opium, and (d) to one large probate paid in September last.

The principal decreases were:—
(a) Assessed Taxes \$31,807
(b) Liquor Duties 88,425
(c) Fines 24,879
(d) Postage 31,542
(e) Railway 118,903
(f) Conservancy Contracts 24,073
(g) Land Sales 111,722
Of these, (f) monthly payments were allowed to stand over owing to financial depression on the part of the Contractor, (e) was over-estimated, while the rest of the decreases are no doubt due to the war.

EXPENDITURE. The total expenditure brought to account though not incurred solely on account of the year under review amounted to \$15,149,368, being \$2,662,497 over the estimate, and \$4,339,043 more than in 1914. Compared with the estimates, there were decreases under 20 heads as against 5 heads where there were increases. The excess, amounting to \$312,732, under Miscellaneous Services, was largely due to loss on subsidiary coins, of which coins to the face value of \$5,900,000 were demonetized during the year, causing an excess over the estimate of \$488,067; and to expenditure on account of the war which was not estimated for (\$285,630).

It was decided to charge further expenditure on Railway construction to General Account and subsequently, also, to abandon the raising of a Loan of \$250,000 under Ordinance No. 8 of 1913 which, together, account for an excess of \$3,602,388 under Special Expenditure (Railway Department not estimated for, while the charge on account of Public Debt was exceeded by \$55,152 on account of interest on Advances for Railway Construction. Military Expenditure was less than the estimate by \$167,250. The Imports and Exports Department decreased \$208,583 on account of less opium purchased, while the Harbour Department saved \$159,706 on Special Expenditure by partial postponement of the scheme for acquisition of buoys in the Harbour. Other decreases were mostly due to savings on Personal Emoluments. There was a saving of a sum of \$389,903 under the vote for Public Works Extraordinary, due to works being delayed or deferred, such as the West Point Reservoir \$221,525, and Quarters for Government Officers \$51,000. There were savings on numerous smaller votes while, however, the vote for the Tiam Water Works was exceeded by \$100,700 on account of greater progress.

The expenditure for the year exceeded the revenue by a sum of \$3,383,161 with the result that the credit balance of \$2,910,474 at the end of 1914 decreased to a deficit of \$452,687 at the end of 1915. The revenue for 1915 less Land Sales came to \$11,691,850. The total expenditure was \$15,149,368, and from this should be deducted the following Extraordinary Expenditure:—Public Works, Extraordinary, \$1,329,382; Railway Special Expenditure, \$2,602,388; making a total of \$4,931,770, and leaving Ordinary Expenditure at \$10,217,598. The deficit on Ordinary Working of the Colony is, therefore, transferred into a surplus of \$1,444,831. In addition to this it might be contended that the figures for Acquisition of Moorings in the Harbour and Redemption of Subsidiary Coins (amounting to, in all, \$1,345,353) should also be classed as Extraordinary Expenditure. If this be conceded the surplus would come to \$2,789,183.

PUBLIC DEBT. The Inscribed Stock Loans of 1893 and 1906 amount to \$1,485,732 and the contributions to the Sinking Fund with accrued interest total \$210,856, being \$24,561 more than the amount at credit of that fund at the end of 1914.

The loan of \$1,100,000 to the Viceroy of Wuchang in 1905 has been repaid and expended on Railway construction. The account, as closed, shows a profit of \$47,163, which has been from time to time paid into the General Sinking Fund.

KOWLOON-CANTON RAILWAY. The expenditure on Railway construction amounted at the end of the year to \$14,602,007, that during the year being \$506,347, chiefly in connection with the erection of a terminal station. The funds for this expenditure have been obtained by the advance of \$1,100,000 from the Vuchang Loan, which realised \$1,539,019 in local currency; and by charging the balance \$3,602,388 to the General Expenditure of the Colony under Railway Department.

GENERAL REMARKS. There were no alterations of importance during 1915 in the revenue system or in taxation except that the rates for and prepared opium were raised in July and again in December. The total receipts during the year were \$7,949,518 and \$70,754,937 respectively. The figures not accounted for under revenue, and expenditure relate to transactions under various heads such as Deposits, Advances, Railway Construction, Subsidiary Coin, Special Fund, etc. Subsidiary coins in stock and in transit to London for redemption purposes on the 31st December was of the face value of \$750,092.78.

Demonetized coins of the face value of \$5,900,000, all in ten cent pieces, were accounted for during the year. The balance of coins in circulation is now \$26,222,370.

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FREEDOM OF THE SEAS.

MR. BALFOUR ON THE GERMAN IDEAL.

OUR COMMON INTEREST WITH AMERICA.

The following statement was made by Mr. Balfour in a recent interview with Mr. Edward Marshall, the well-known American journalist, for publication in the United States.

The phrase "freedom of the seas" is naturally attractive to British and American ears. For the extension of freedom into all departments of life and over the whole world has been one of the chief aspirations of the English-speaking peoples, and efforts towards that end have formed no small part of their contribution to civilization. But "freedom" is a word of many meanings; and we shall do well to consider in what meaning the Germans use it when they ask for it, not (it may be safely said) because they love freedom, but because they hate Britain.

About the "freedom of the seas" in one sense we are all agreed. England and Holland fought for it in times gone by. To their success the United States may be said to owe its very existence. For if, 300 years ago, the maritime claims of Spain and Portugal had been admitted, whatever else North America might have been it would not have been English-speaking. It neither would have employed the language, nor obeyed the laws, nor enjoyed the institutions which, in the last analysis, are of British origin.

But "the freedom of the seas" desired by the modern German is a very different thing from the freedom for which our forefathers fought in days of old. How, indeed, can it be otherwise? The most simple-minded must feel suspicious when they find that these missionaries of maritime freedom are the very same persons who preach and who practise upon the land the extreme doctrines of military absolutism.

THE GERMAN IDEAL.

Ever since the genius of Bismarck created the German Empire by Russian and the United States of America, the German people into a great unity by military means, on a military basis, German ambitions have been a cause of unrest to the entire world. Commercial and political domination, depending upon a gigantic Army autocratically governed, has been and is the German ideal.

If, then, Germany wants what she calls the freedom of the seas, it is solely as a means whereby this ideal may receive world-wide extension. The power of Napoleon never extended beyond the coast line of Europe. Further progress was barred by the British fleet, and by them alone. Germany is determined to endure no such limitations; and if she cannot defeat her enemies at sea, at least she will paralyse their sea power.

There is a characteristic simplicity in the methods by which she sets about attaining this object. She poses as a reformer of international law, though international law has never bound her for an hour. She objects to economic pressure when it is exercised by a fleet, though she sets no limit to the brutal completeness with which economic pressure may be imposed by an army. She sighs over the suffering which war imposes upon peaceful commerce, though her own methods of dealing with peaceful commerce would have wrung the conscience of Captain Kidd. She denounces the maritime methods of the Allies, though in her efforts to defeat them she is deterred neither by the rules of war, the appeal of humanity, nor the rights of neutrals.

It must be admitted, therefore, that it is not the cause of peace, of progress, or of liberty which pre-occupies her when in the name of freedom she urges fundamental changes in maritime practice. Her manifest object is to shatter an obstacle which now stands in her way, as sure as that a hundred years ago it stood in the way of the masterful genius who was her oppressor and is her model. Not along this path are peace and liberty to be obtained. To paralyse naval power and leave military power uncontrolled is surely the worst injury which international law can inflict upon mankind.

NOT A RELIEF FROM ARMAMENTS.

Let me confirm this truth by dwelling for a moment on an aspect of it which is, I think, too often forgotten. It should be observed that even if the German proposals were carried out in its entirety it would do nothing to relieve the world from the burden of armaments. Fleets would still be indispensable. But their relative value would suffer change. They could no longer be used to exercise pressure upon an enemy except in conjunction with an army. The gainers by the change would, therefore, be the nations who possessed armies—the military monarchies. Interference with trade would be stopped; but overseas invasion would be permitted. The proposed change would therefore not merely diminish the importance of sea power, but it would diminish it most in the case of non-military States, like America and Britain.

Suppose, for example, that Germany, in her desire to appropriate some Germanized portions of South America, came into conflict with the United States over the Monroe Doctrine. The United States, bound by the doctrine of "freedom of the seas," could aim no blow at her enemy until she herself had created a large army and become for the time being a military community. Her sea power would be useless, or nearly so. Her land power would not exist.

LESSON OF GERMAN HISTORY.

But more than this might happen. Let us suppose the desired change had been effected. Let us suppose that the maritime nations, accepting the new situation, thought themselves relieved from all necessity of protecting their seaborne commerce, and arranged their programmes of naval shipbuilding accordingly.

For some time it would probably proceed on legal lines. Commerce, even hostile commerce, would be unhampered. But a change might happen. Some unforeseen circumstance might make the German General Staff think it to be to the interest of its nation to cast to the winds the "freedom of the seas," and in defiance of the new law to destroy the trade of its enemies.

Could anybody suggest, after our experience in his war, after reading German histories and German theories of politics, that Germany would be prevented from taking such a step by the mere fact that it was a breach of international treaties to which she was a party? She would never hesitate—and the only result of the cession by the Pacific Powers of their maritime rights would be that the military Powers would seize the weapon for their own purpose and turn it against those who had too hastily abandoned it.

INTERNATIONAL LAW AND AUTHORITY.

Thus we are forced to the sorrowful recognition of the weakness of international law so long as it is unsupported by international authority.

While this state of things is permitted to endure, drastic changes in international law will do more harm than good; for if the new rules should involve serious limitations of belligerent Powers, they would be broken as soon as it suited the interests of the aggressor. No, and his victim would be helpless. No, and his victim would be more disastrous. It is bad that law should be defied. It is far worse that it should injure the well-disposed. Yet this is what would inevitably happen, since law unsupported by authority will hamper everybody but the criminal.

Here we come face to face with the great problem which lies behind all the changing aspects of this tremendous war. When it is brought to an end, how is civilized mankind so to reorganize itself that similar catastrophes shall not be permitted to recur?

AMERICAN AND BRITISH CO-OPERATION.

The problem is insistent, though its full solution may be beyond our powers at this stage of our development. But surely even now, it is fairly clear that if substantial progress is to be made towards securing the peace of the world and a free development of its constituent nations, the United States of America and the British Empire should explicitly recognize, what all instinctively know, that on these great subjects they share a common ideal.

I am well aware that in even hinting at the possibility of co-operation between these two countries I am treading on delicate ground. The fact that American independence was wrested by force from Great Britain colours the whole view when some Americans take of the "natural" relations between the two communities. Others are impatient of anything which they regard as a sentimental appeal to community of race; holding that in respect of important sections of the American people this community of race does not, in fact, exist. Others, again, think that any argument based on a similarity of laws and institutions belittles the greatness of America's contribution to the political development of the modern world.

HERITAGE OF ENGLISH-SPEAKING PEOPLES.

Rightly understood, however, what I have to say is quite independent of individual views on any of these subjects. It is based on the unquestioned fact that the growth of British laws, British forms of government, British literature and modes of thought was the slow work of centuries; that among the co-heirs of these age-long labours were the great men who founded the United States; and that the two branches of the English-speaking peoples, after the political separation, developed along parallel lines. So it has come about that whether they be friendly or quarrelsome, whether they rejoice in their agreements or cultivate their differences, they can no more get rid of a certain fundamental similarity of outlook than children born of the same parents and brought up in the same home. Whether, therefore, you study political thought in Great Britain or America, in Canada or in Australia, you will find it presents the sharpest and most irreconcilable contrast to political thought in the Prussian Kingdom, or in that German Empire into which, with no mediation of aims or spirit, the Prussian Kingdom has developed. Holding, as I do, that this war is essentially a struggle between these two ideals of ancient growth, I cannot doubt that it is the result of that struggle America is no less concerned than the British Empire.

Now, if this statement, which represents the most unchanging element in my politics, is correct, has in it any element of truth, how does it bear upon the narrower issues upon which I dwell in the earlier portions of this interview? In other words, what are the practical conclusions to be drawn from it?

"BEHIND LAW THERE MUST BE POWER."

My own conclusions are these:—If in our time any substantial effort is to be made towards ensuring the permanent triumph of the Anglo-Saxon ideal, the great communities which accept it must work together. And in working together they must bear in mind that law is not enough. Behind law there must be power. It is good that arbitration should be encouraged. It is good that the accepted practices of warfare should become ever more humane. It is good that before peace is broken the would-be belligerents should be compelled to discuss their differences in some congress of the nations. It is good that the security of the smaller States should be fenced round with peculiar care. But all the precautions are mere scraps of paper unless they can be enforced. We delude ourselves if we think we are doing God service merely by passing good resolutions. What is needed now, and will be needed so long as militarism is unquenched, is the machinery for enforcing them; and the contrivance of such a machinery will tax to its utmost the statesmanship of the world.

I have no contribution to make to the solution of the problem. Yet this much (Continued on next Column.)

SPRINGING MINES AT SOUCHEZ.

AN INCIDENT ON OUR 90-MILE FRONT.

The Special correspondent of *The Times*, writing on May 4th, says:—"You will have read in the *communiqué* how yesterday we exploded mines in the enemy's trenches at Souchez and followed it up with a bombardment. I happened to see the operation thus described under unusually favourable conditions."

You must imagine yourself to be with me on a piece of rising ground, looking through a peephole in a ruined and broken wall. Below lies an almost level country, with the ruins of two villages in the near distance and a patch of woodland, apparently some 200 or 300 yards in length. Two or three high roads cut diagonally across the country in straight lines, their courses marked by what were once fine avenues of trees but are now mere skeletons of bare and leafless trunks. The nearer of the ruined villages and the patch of woodland are in our lines; the further village is occupied by the enemy. In the further distance, where the lines are so close together that this section has been, perhaps, as much hand grenade fighting as any part of the front, it is impossible to tell which lines are German and which British.

There is not a movement to be seen. Somewhere behind us a large British howitzer, which we have come to speak of as "Peter," bursts into a periodic roar, and a great shell goes hurtling invisibly over us to explode far off in the enemy's country on our left. Now and again other guns make remarks, but in a perfunctory way, while somewhere overhead an aeroplane is drifting in the sky. It is towards the end of a hot, drowsy afternoon and, if it was not for Peter's punctual disturbances, one feels that it would be a scene of perfect, if desolate, peace.

A GREAT UPHEAVAL.

We were looking at the wood when the thing happened with a shock as sudden as if one's chair had unexpectedly broken under one. With a sustained roar as of a hundred "Peters" it seemed as if all the earth immediately beyond the wood leaped into the air. The trees screened the actual surface of the ground, so that, even looking down from our height, we saw only what rose above the tree-tops—a swirling, brown-black mass, reaching almost the full length of the bit of woodland which we had watched so lazily upwards, while not a gun spoke. Then, as suddenly as the first shock had come, pandemonium broke loose. At first it seemed to be all our shrapnel. How many guns we had trained on the devoted spot of shattered earth where the mines had been exploded it was impossible to guess, but the precision of the fire was beautiful. The white tufts of the bursting shells were so thick together that almost instantaneously the dark wall of smoke behind the wood had become pearl grey. And then the madness spread.

In less than a couple of minutes from the first explosion of the mine, guns—more than I had dreamed could be concealed there—were in action along some two or three miles of front. They were not all our guns now; but as thickly as they had been bursting beyond the wood, we saw the little tell-tale puffs of white rising mathematically along the lines of the enemy's trenches. There were other points where the smoke was soon almost as dense as it was over that inferno behind the trees.

We saw the concentration of fire upon a single point, when in a score of seconds as many shells burst over one narrow half-acre of ground in the open, away from any landmark. Before us the vicious snarl of machine-guns told where, presumably, our men had seen the enemy try to bolt from the craters left by the explosion, but, as always, the dominating impression was that of mere din, malevolent, but unintelligent.

The British are holding now nearly 90 miles of line to 300 miles held by the French. What we have just seen was only an incident at a single point in all those 90 miles. The same thing may happen at any other on our initiative or the enemy's, at any minute on any day. It is taking place, or something like it, at, on the average, half a dozen places in each 24 hours.

It is not, of course, the "great offensive." That will come when it comes. Meanwhile, let no one in England or elsewhere underestimate what the British Army is going through, for it is doing what, even a year or six months ago, would have been wildly impossible.

seems clear. If there is to be any effective sanction behind the desire of the English-speaking peoples to preserve the world's peace and the free development of the nations, that sanction must consist largely in the potential use of sea-power. For two generations and more after the last great war Britain was without a rival on the sea. During this period Belgium became a State, Greece secured her independence, the unity of Italy was achieved, the South American republics were established, the Monroe Doctrine came into being.

To me it seems that the lesson to be drawn from history by those who love freedom, and security is not that Britain and America should be deprived, or should deprive themselves, of the maritime powers they now possess, but that, if possible, those powers should be organized in the interests of an ideal common to the two States, an ideal upon whose progressive realization the happiness and peace of the world must largely depend.

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It is the plump, well-developed man who "eats the melons" and has the fun socially. Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.
You ought to test the one guaranteed reliable treatment which has "made good" for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honour at Brussels, Belgium.
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This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.
It renews the vigour, re-establishes the normal, all in nature's own way.
It is not a lark to jaded nerves, but a generous upbuilder.
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[75-3]
HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, June 22nd.

	Previous Day	On Date at 5 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.63	29.63	29.61	
Temperature	81	80	84	
Humidity	87	87	83	
Wind Direction	E	East	E	
Force	2	3	4	
Weather	0	0	0	
Clouds	0	0.15	0	
High est open-air Temperature on 21st			84	
Lowest open-air Temperature on 21st			60	

GREECE MISLED BY HER
"LEADERS."MISREPRESENTATION OF ALLIES'
PEACEFUL OBJECTS.

King Constantine's Cabinet seems to be bent upon effecting the political and financial ruin of the country. Openly it professes to be friendly to the Entente Powers; but secretly it favours the cause of the Central Powers, says Mr. M. H. Donohoe.

Greece now boasts a double-headed censorship under which M. Skouloudis first, then M. Rihlis, effectually destroy any attempt at impartial criticism or even mere statement of fact concerning the present day events in the country.

Internally, Greece—thanks to the absence of anything bearing a reasonable resemblance to a system of responsible government—is rapidly drifting towards anarchy. She is on the verge of bankruptcy, morally, financially, and politically.

KING'S COUNSELLORS.

King Constantine himself is perhaps not so much to blame as his illegally constituted advisers, together with the powerful military clique which now holds sway in Greece. The monarch lends too ready an ear to the alarmist stories of his political and military counsellors who read evil into every action—however harmless—of the Entente Powers and who profess to see in the scheme for the transport of Serbian troops over the Greek railways nothing less than a plot aimed at the overthrow of the present monarchy.

Every day fresh stories of the contemplated "Entente perfidy" reach the royal ears from the same inspired sources; everywhere there prevails a state of unrest, irritation, and suspicion.

A majority of the people of Greece, who have become weary of all this political chicanery, look round for a leader, awaiting the signal to assert themselves and drive forth from the Chamber of Deputies these men who have no claim to be called the nation's representatives. But meanwhile M. Venizelos, who is still remembered and revered as a saviour of the country, "lies low," and all we hear from his side is that "the time is not ripe for action."

So the real Greece waits and wonders when she is to be delivered from political bondage.

AN ARMY OF UNREST.

The army itself is in a state bordering on disintegration. Long inaction under the colours has sapped its vitality and ruined its organisation; it is gradually demoralising itself without waiting for the official sanction until recently thought to be due.

It is said that (whether on the initiative of the Queen or otherwise) officers in the army have been drawing double pay, while the wives and families of soldiers mobilised have received nothing at all from the State, the Government being unable or unwilling to allow soldiers' dependents the meagre dole to which they were entitled.

Faced with starvation, many soldiers' wives wrote to their husbands. But here the censorship once more tried its hand; letters were suppressed; but the news reached some of the men quartered in remote Thessaly and Macedonia; and abandoning their regiments in thousands, they made their way home.

On this the military favoured severe measures; but the Government—which feared the effects of arresting malcontents en masse for the crime of seeking to succour the victims of Government neglect—refrained from taking extreme measures, and very artfully legalised the infringement of military discipline by granting long leave to a large percentage of the whole army, including officers.

ARMY PARTY'S PRETENSIONS.

This, then, is the military organisation which the Government hint may be used to oppose the peaceful passage of Serbian troops across Greek territory; this is the army which, lacking ammunition, rifles and necessary supplies, exists from day to day by the bounty of the Allies and the benevolence of the Allied fleet.

Unhappy Greece, already politically disorganised, is now presented with a fresh complication in the shape of the intrusion of army politics in an attempt to gain control of the civil administrative machinery in order if possible to intimidate the Allies.

The Government is secretly encouraging the re-establishing of the military league, which body was such a potent factor in Greece seven years ago. The King, by the way, has no liking for military leagues, however constituted; the history of the events of 1909 is still fresh in the Royal memory, and he has tabooed the present organisation.

Notwithstanding the Royal disapproval, however, the league is thriving. The secretary, it appears, announces that it is aiming at ridding Greece of all foreign intervention and foreign influence.

HOW ATHENS HAMPERS GREECE.

In their many dealings with the present Cabinet, the Entente representatives have by turns tried methods mild and methods severe; neither have accomplished much; there would seem to have been either too much of the one, or too little of the other.

At present the Government, always petulant and often spiteful towards the Entente, is ever ready in its small way to discredit the Allies and to attempt to beset their cause.

General Barrail at Salonika finds the problem of the armed hosts before him much less perplexing than that of the unfriendly Greek Government behind him.

Doubtless the Allies in their various dealings with the Skouloudis Cabinet have made many mistakes. The possibility of a compromise on the question of transport of Serbian troops is already hailed by the rabid section of the Athens Press as a confession of weakness, and described in the sense of being a great moral victory achieved by the Government over the Allied Powers.

PREMIUM BONDS.

THE CHANCELLOR'S OBJECTION
TO THEM.

During the discussion of the Finance Bill in the House of Commons last month, Mr. Hume-Williams called attention to the scheme known as premium bonds. He repudiated the idea that these bonds could legitimately be called a gamble. "Win or lose" was of the essence of a gamble, an element which in this case was entirely absent. A premium bond was merely an investment in a shorter or longer time and paid off at a low rate of interest, carrying with it the chance of the bond being drawn in a lottery. The bond should be, if possible, purchasable over the counter. The existing machinery could be easily utilized. He thought it would occur to every one that the people to whom these bonds were likely to appeal were those who, up to now, had not had the habit of investment. Again, there was this admirable factor, they would attract money from foreign countries which was not at present coming to this country. (Hear, hear.) The great attraction of the scheme was that the bonds would be free of income-tax. There was brought against this scheme the argument as to the element of chance. But they could not eliminate chance from human life. They could not allow it to be based on the basis of an argument against a scheme which was in itself sound and which would be practicable and remunerative.

Sir E. Coates submitted that in this matter they must bring fresh minds to bear. With all the good will in the world he doubted very much whether the bankers would be able to give the Treasury anything like the same support as in the last loan. Therefore they must tap a new source and give the working classes an opportunity of having a stake in the country. Do not let them have a policy of "Wait and see," but a policy of "Try" and see what the result would be. There was a precedent in the foundation of that great Imperial building the British Museum, which was built and founded as the result of a lottery. In 1753 the Government issued 100,000 shares, charging £3 for each, nobody being allowed to have more than 20 shares. They gave prizes ranging from one of £10,000, with the result that they took £300,000 out of the pockets of investors and distributed £100,000, leaving £200,000 with which to build the Museum. They created as Trustees the Archbishop of Canterbury of that time (laughter), the Chancellor of the Exchequer, and he believed, the Lord Chancellor. The British Museum was a standing monument of real old-fashioned lottery of the very finest description. (Laughter.) There was no moral ground why the Treasury should oppose this scheme. Mr. Wadley (Lab.) held that the whole basis of civilization rested on reducing chance to the smallest possible dimensions. A large number of the working classes would be, no doubt, delighted with the opportunity of investing in premium bonds, but he would not at this stage advise them to take up so speculative an investment. Frankly, he would rather see them put their money in a safe investment, with a reasonable rate of interest, than he would ask them to put it in any speculative investment. He asked the House to consider what would be the effect on our credit in the world if we were reduced to the expedient of raising a loan by these means. (Hear, hear.) Speaking generally, he urged that it was their duty to provide as far as possible for meeting the burdens of the war by taxation rather than by borrowing. At the worst the demand made on the taxpayer was small in comparison with that made on the man who was compelled to serve as a soldier.

THE CHANCELLOR'S REPLY.

The Chancellor of the Exchequer, in reply, said it was agreed that there was no gamble in the capital and there was a gamble in the interest. It was also agreed that if these bonds were called by the name that was known to the law they would have to call them lottery bonds, and why not call them by their name? If they were good, why should they not be resorted to in normal times? The answer was that, though they were immoral, the end justified the means. Was it worth while? What would they gain by this system? More important, what would they lose? Since last July the State had obtained from small investors through the Post Office £28,000,000, and working-class undertakings like building societies and co-operative societies had also invested in addition large amounts in War Loan and Treasury Bonds. The investments of the working classes in the State were really very large, and he doubted whether more would be got through premium bonds than was being got now. Was it worth while paying the price and taking the risk? From his point of view there was nothing to gain, and he begged the House to have nothing to do with premium bonds. The State did not want the profits of gambling.

A good deal had been said about the working classes wasting their money and living in luxury which was unbecoming in the middle of this great war. So far as he could judge, that charge, as a general charge, was not true. It was perfectly true that individuals earning very high wages were spending much more than they ought to spend, and it was true they were more numerous than we would like to see them, but it was not the working classes as a whole. (Hear, hear.) They were behaving very much in the same way as other classes of the country were behaving. The wealthy classes were showing great patriotism as a whole, and were exhibiting great self-denial and a willingness to pay taxes. The same was also true of the working classes. It would be impossible for the nation to make the effort it was making if this were not true. Economy must be practised throughout the whole nation. He regarded this power to raise our gigantic revenue not as a fiscal but as a moral triumph. (Hear, hear.) It depended upon the moral power of the people to submit to taxation that we had shown our moral strength which none of the belligerent Powers had proved themselves capable of. (Cheers.)

LOOKING OUT FOR SUB-
MARINES.

A TRIP IN A FRENCH TRAWLER.

Mr. W. L. McAlpin writes in the *Daily Mail*:—"In conformity with the Ministerial instructions the correspondent of 'The Daily Mail' is authorised to go on board a trawler and to make a voyage out to sea. By agreement with the naval officer in command the trawler *Bantam* will await Mr. McAlpin at the Quai des Remorqueurs at nine o'clock in the morning and take him out to sea."

"By order," "Capitaine de frégate," "I had pointed out to the courteous official who received me at the French Ministry of Marine that although Frenchmen are well aware of the doings of the British Fleet—thanks to the fast-travelling special correspondents in the Paris and provincial papers—little was known in England of the excellent work done by the French Navy since the war began."

"Let me see your sailors at work," I requested, "so that I may return the compliment paid to the British Navy so handsomely by my French confrères."

And so it was arranged that I should visit one of the great French ports and go out to sea in an armed trawler.

The *Bantam*—that was not her real name—lost no time in needless formalities. We steamed past torpedo-boats and transports, fishing smacks, colliers, and many other kinds of craft, and then stood out to where the big ships come in from every quarter of the globe.

"That's an Englishman," said the captain, pointing towards the misty horizon, and he handed me his glasses. "Behind her is another Englishman, and the three others following are a Frenchman, a Russian, and a Norwegian."

"How many do you challenge in a day?" I asked.

"Between 40 and 50," he answered. "One day we stopped 74, varying from 400 to 7,000 tons. Sometimes they come up so fast, one after the other, that I speak to three boats in ten minutes."

By this time we were well out, and the *Bantam* was pitching and rolling merrily. I gripped the rail with both hands, pulled down my cap, and determined, if my sea-legs played me fair, to stay with the captain on the bridge. The Englishman hoisted the flag which spelled his name, and we ran up to speaking distance. The "commandant" seized his megaphone.

"Where are you from?" he asked. The answer was unintelligible. "Where are you from?" bellowed the captain.

The second officer noted the name of the port. "Where are you bound for?" And that was put down. "What's your cargo?" "Frozen meat."

"What's your speed?" The answers were satisfactory, and, with the French equivalent for "Right off!" the *Bantam* sheered off and made for the next steamer.

I offered the captain a cigar. "No, thanks," he said. "My throat is unwell. These Englishmen are terrible," he continued. "They never will speak anything but English. Many of their officers know French, but they insist on speaking English, and they speak it so quickly that I have an awful job with them. I suppose they think if they spoke French their ships would go to the bottom."

Britannia rules the waves," I remarked, smiling.

"Yes, that may be," replied the captain, "but in dirty weather, when it's blowing a gale, our job's not an easy one. I am on this bridge from eight o'clock in the morning till eight the next morning—twenty-four hours at a stretch, with twenty-four hours off. When I get back to port I sleep the round of the clock, and the children have to be very noisy to wake me up."

After we had spoken half a dozen steamers I accompanied the captain to his cabin and shook the spray off my mackintosh.

Tacked to the wall was a long list of expected British transports, and another list bearing the heading "Suspects." "What happens when you encounter one of these?" I asked.

"If their answers are not satisfactory," he said, "I tell them to follow me into port. There they are searched and undergo a close examination. If they attempt to argue about it I uncover that little instrument on the bows, and point it to a quivering gun forward."

"Besides, you will notice that we are always within call by wireless of a torpedo-boat. So they seldom try any monkeying."

"The submarines are our worst trouble. You see those masts sticking up out of the water—two on the right and two on the left? That is all that remains of two English boats, a Frenchman, and a Norwegian. They were sunk without warning by a submarine. But we bagged him at the finish, caught him in the act. It is some compensation for the ceaseless watch, night and day, that tires the men out."

It was all vastly interesting. But the day I went out in the *Bantam* the heavens were fair and, beyond an occasional drenching, there was little to complain of. But it must be a dreadfully dreary job in the winter.

The captain and his men were philosophic about it. They know they are doing good, useful, necessary work in the war, and they do not complain. Some of the men in these trawlers were formerly advocates, doctors, or tradesmen. The quartermaster of the *Bantam* was a Poor Law Inspector and a Bachelor of Law in Paris when the war broke out. When the call to mobilise rang through France numbers of sea-going captains found their occupation gone. They could not all find posts in the Navy, so hundreds of them volunteered for service with the Army on land, and as officers, and even privates, they have done noble work. Many of them are in line regiments, some are with the cavalry, and others in the air service. I have seen a long list of seamen whose valiant deeds have won them distinction at the front. Alas! there is another long list of those who have died on the field of honour, whose souls have gone aloft.

(Continued on next Column.)

FRENCH WAR VOTE.

NEW SCALE OF TAXATION.

M. Ribot, Minister of Finance, at the opening of the Chamber tabled a Bill demanding a Vote on Account of £315,000,000 for the third quarter of 1916. At the same time M. Ribot is asking the Chamber to increase the majority of the existing taxes and to suppress entirely the privilege "des bouillottes de cru," which is the right of private distilling enjoyed by farmers under certain conditions. This right is at the root of the drunkenness prevalent in Normandy and Brittany.

"M. Ribot draws his increased revenue from a variety of sources, from which it is estimated that £36,800,000 will be obtainable. Of this, £11,000,000 will be obtained by doubling the State share of land taxation licences, and £2,400,000 by raising the rate of general income-tax from 2 to 5 per cent. The doubling of the taxes on mines, carriages, horses, billiard tables, clubs, and a number of other similar taxes is estimated to yield £1,080,000. Dogs will be called upon to provide £800,000. Income-tax on stocks and shares, to be raised from 4 to 5 per cent., will yield £1,320,000. The consumption tax on alcohol is to be increased to £16 the hectolitre (about 22 gallons) and the price of the State monopoly on tobacco will be raised."

In a long *exposé des motifs* the amount of Credits demanded since the beginning of the war is shown as £2,180,000,000. It is impossible to deal adequately with all the points contained in M. Ribot's *exposé des motifs*, which deals at great length with the whole financial situation in France. That portion of his statement dealing with the question of exchange and the assistance given by the British Government in dealing with it may be specially mentioned.

"Great Britain on her side [he said] does not forget her reciprocal engagement for the solidarity of financial, as well as military, effort. The arrangements which we made with the British Treasury as well as that recently concluded between the Bank of England and the Banque de France, are to the advantage of both countries, since, while England has opened for us the Credits we required in order to meet our payments in England, abroad we give her very effective assistance, by gold advances repayable after the war in maintaining the London exchange on other countries, and particularly on the United States, high enough to prevent any stoppage in gold payments to the Bank of England. This solidarity of action and of sacrifices between the Powers which are fighting together for the freedom of civilization and the unshakable resolution of ourselves and our Allies not to lay down arms until we have ensured a peace which will protect us against further aggressions are the certain pledge of final victory. No sacrifice will count if we arrive at the goal France has herself fixed."

M. Ribot's proposals for the first time since the war began impose upon France special war taxation. The reasons which have hitherto prevented recourse to new taxation have now largely disappeared, and, as the *exposé des motifs* points out, constant borrowing creates heavy burdens, about the meeting of which it is necessary to think even before peace has been attained.

In his new taxes M. Ribot has been at pains to hold the balance equally between the two great classes of taxpayer. The new taxes will be applied with care, and a very large margin has been left in the Estimates for the concessions which the state of war and the invasion of French territory will demand.—Times.

CANADA'S FINE RECORD.

The Speech from the Throne on the occasion of the prorogation of the Canadian Parliament last month referred to the struggle in Europe in the following terms:

"The struggle is still proceeding in many widespread theatres and has not yet become more intense on the Western Front, where more of our Dominion troops are engaged. The Canadian Army Corps has been entrusted with an important position, and the people of Canada justly cherish the calm confidence that they will fully maintain the honourable and distinguished record already established by the First Division."

"Throughout the country the response to the urgency of the Empire's need is unflinching, and unaccustomed burdens have been accepted with an unflinching spirit. Nearly 170,000 troops have gone overseas and more than 140,000 are training in Canada to supply the need for reinforcements. Men have offered themselves in even greater numbers during the first four months of this year than at any similar period during the war."

Our own naval men have no illusions about the good work done by their comrades of the French Fleet. Fighting the common foe in a common element has taught them to esteem each other, and, whether they meet on the high seas or foregather in the Allied ports, the toast is always a friendly one, even if it terminates with a pious wish that they may soon send all the Kaiser's ships to the bottom.

When I had said good-bye to the genial skipper of the *Bantam* and his kindly crew I walked up the quay to my hotel. Turning the corner of a shed I passed a group of London dockers, their trousers caught beneath the knee with a leather strap, just as one sees them in the West India Docks. Half a dozen cheery Tommies went by, leaving a pleasant odour of English tobacco behind them, and from an English cargo boat German prisoners were unloading bales of cotton under the watchful eye of a British guard.

A truly comforting sight, when one reflects that Hamburg and Bremen to-day are little more than maritime grave yards.

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ARRIVALS.

ANNU, British str., from Canton, 21st June.
 GEMINI, British str., 1,300, F. H. Davis, 21st June—Wakamatsu 16th June, Coal—Order.
 HUGHOW, British str., from Canton, 21st June.
 KAIPING, British str., 1,605, B. Macfarlane, 21st June—Chingwan 14th June, Coal—Doddwell & Co.
 KUNSHING, British str., 1,450, J. Martin, 22nd June—Saigon 18th June, Rice—Order.
 NELLORE, British str., 4,540, A. M. King, 22nd June—London 10th May, General—P. & O. S. N. Co.
 NIOHIO MARU, Japanese str., 2,650, S. Hibi, 21st June—Wakamatsu 16th June, Coal—Mitsui Bussan Kaisha.
 RIJOUN MARU, Japanese str., 2,995, Y. Yamaguchi, 21st June—Mojji 16th June, General—Doddwell & Co.
 TOYOYOKU MARU, Japanese str., 1,461, J. Satow, 22nd June—Mojji 10th June, Coal—Osaka Shosen Kaisha.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE
 June 22nd.
 ASIA MARU, Jap. str., for Quinhon.
 FAUSANG, British str., for Hongkong.
 HONGKONG, French str., for Hongkong.
 HONDAQUA, British str., for Saigon.
 SHIRALA, British str., for Singapore.

DEPARTURES.

June 22nd.
 ALBANA, British str., for Chingwan.
 ANNU, British str., for Shanghai.
 CHINGSHING, British str., for Canton.
 HAILAN, French str., for Hongkong.
 JAPAN, British str., for Shanghai.
 KAIPING, British str., for Singapore.
 KATORI MARU, Jap. str., for Chingwan.
 KENKON MARU, Jap. str., for Chingwan.
 KINGSHING, Chinese str., for Saigon.
 KUNSHING, Chinese str., for Saigon.
 LACHOW, British str., for Canton.
 MANILA MARU, Jap. str., for Keelung.
 TERMACHUS, British str., for Saigon.

PASSENGERS.

ARRIVED.
 Per Nellore, from London, etc., for Hongkong, Mr. Jamison, Miss Mathews, Mr. and Mrs. Johnston and a child, Miss M. Hope, Miss Hawkins, Miss Crow, Mr. J. Taylor, Mr. J. Thibaut, Mr. N. Frost, Mr. and Mrs. de Wilde, Mrs. Young, Mr. and Mrs. Milne, Capt. A. Peterson, Mr. J. O. Hermanson, and Mr. H. G. Bartlett.
 DEPARTED.
 Per Katori Maru, for Europe, etc., Mr. Nicholson, Mr. Tamazawa, Mr. and Mrs. T. Petrie, Mr. Wm. Wallace, Mr. A. H. Jacques, Mr. Montague, Mr. Sander, Mr. W. H. Evans, Mr. J. L. P. Power, Mrs. W. H. Evans, Mrs. E. J. L. Power, Mrs. J. Evans, Mrs. R. L. Archer, Mrs. Jermey, Miss M. L. P. Kips, Miss E. E. Cant, Miss Ellen Pash, Mrs. Ishii, Misses Ishii, Mr. N. Vroshira, Mr. Greig, Miss Greig, Rev. Mr. L. F. Thomas, Mr. L. E. Payne, Mr. M. Dowson, Mr. A. H. Megrue, Mr. Darbishire, Capt. H. H. Gilroy, Mr. Kallott, Madame de Gooscaad, Mr. Rimmington, Mr. L. F. Taylor, Mr. Gregson, Mr. Stewart Murray, Mr. R. H. H. and Mrs. Thomas, Mrs. M. B. Barnes, Messrs. Takano, Takahashi, Koyama, Rokushima, Watanabe, Nishio, Nakada, Gian Chard, Takahara, Yamamoto, B. Hirahara, Miss Ishibashi, Miss Ono, Mr. D. E. Haney, Mrs. M. R. Writer, Mr. and Mrs. Y. Nakano and child, Mr. and Mrs. J. B. Samy.

PER ATSU MARU, from London, etc., Mr. W. J. Leigh and infant, Mr. T. Masamune, Mr. and Mrs. K. Kikuchi and 2 children, Miss C. Kori, Mr. J. Ozawa, Mr. H. Shimazaki, Mr. K. Okada, and Rev. G. Laurence.

NOTICES TO CONSIGNEES

CHINA MAIL STEAMSHIP CO., LTD.
 NOTICE TO CONSIGNEES.
 FROM SAN FRANCISCO, NAGASAKI, &c.
 THE Steamship
 "CHINA,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
 Cargo impeding the discharge or remaining on board after Thursday, 22nd inst., at 5 P.M., will be landed at Consignees' risk and expense into the Company's godown.
 All broken, chafed and damaged packages will be examined at the Company's Godown on Saturday, 24th inst. Claims against the Steamer must be filed with the Company within 10 days of the arrival, otherwise they will not be recognised.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by CHINA MAIL S.S. CO., LTD.,
 O. H. RITTER,
 Hongkong, 19th June, 1916. [608]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship
 "NELLORE,"
 Arrived Hongkong on 22nd June, 1916, from LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in the Godown in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, &c., &c. a "Mongolia." Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 3 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatsoever.
 Damaged packages must be left in the Godown for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 11 A.M. on MONDAY and THURSDAY. All claims must be presented within ten days of the receipt of arrival here, after which date they will not be recognised. No Claims will be considered after the Goods have left the Godown.
 V. D. PARR,
 Acting Superintendent.
 Hongkong, 22nd June, 1916.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship
 "NELLORE,"
 Arrived Hongkong on 22nd June, 1916, from LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in the Godown in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
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 V. D. PARR,
 Acting Superintendent.
 Hongkong, 22nd June, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SENTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, &c.	KASHIMA MARU	Jap. str.	1	Tabara	NIFFON YUSEN KAISHA	On 5th July, at Noon.
LONDON via USUAL PORTS OF CALL	NYANZA	Brit. str.	1	J. Gant	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON via USUAL PORTS OF CALL	NELLORE	Brit. str.	1	A. M. King	P. & O. S. N. Co.	On 14th July, at Noon.
LONDON & SWANSEA	CITY OF BOMBAY	Brit. str.	1	...	...	On 22nd July.
MARSHALLS via PORTS	MAORI	Brit. str.	1	...	...	About 25th inst.
DELGOA BAY, DURBAN, EAST LONDON, &c.	KAPPAHAW	Brit. str.	1	...	...	On 26th inst.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	1	...	...	On 16th Aug.
VICTORIA & TACOMA via MANILA, &c.	HAWAII MARU	Jap. str.	1	...	...	On 4th July, at 3 P.M.
VICTORIA, B.C., & SHANTON via KIELUNG, &c.	SAIDU MARU	Jap. str.	1	...	...	On 27th inst., at 4 P.M.
MEXICAN, PANAMA & CHINA PORTS via JAPAN	KIRO MARU	Jap. str.	1	...	...	On 14th July, at Noon.
NEW YORK	SAN FRANCISCO	Jap. str.	1	...	...	About 3rd July.
NEW YORK via JAPAN, SINGAPORE, SAN FRANCISCO, &c.	TOYOYOKU MARU	Jap. str.	1	...	...	On 7th July, at 4 P.M.
SAN FRANCISCO via SINGAPORE, SAN FRANCISCO, &c.	CHINA	Am. str.	1	...	...	On 29th inst.
SAN FRANCISCO via MANILA, JAPAN, &c.	PERDIA MARU	Brit. str.	1	...	...	On 4th July, at 10.30 A.M.
SAN FRANCISCO via MANILA, JAPAN, &c.	KARIMON	Brit. str.	1	...	...	On 12th July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENTO MARU	Jap. str.	1	...	...	On 18th July, at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	1	...	...	On 1st July.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1	...	...	On 12th July.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	1	...	...	On 23rd July.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1	...	...	On 8th Aug.
NAGASAKI, KOBE & YOKOHAMA	SAITAN	Jap. str.	1	...	...	On 14th July, at 4 P.M.
JAPAN via SHANGHAI, SINGAPORE, &c.	AKI MARU	Jap. str.	1	...	...	On 27th July, at 11 A.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 30th inst.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 26th inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 23rd inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 1st July, at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	To-day, at 10 A.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	To-morrow.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 28th inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 25th inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 22nd inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 27th inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 24th inst., at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	About 29th inst.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 27th inst.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	About 3rd July.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 11th July.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	To-day, at 2 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 27th inst., at 2 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 24th inst., at 2 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 21st inst., at Noon.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 18th July, at 9 A.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	To-morrow, at 4 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 27th inst., at 3 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 24th inst., at Noon.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 1st July, at 3 P.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 28th inst., at 7 A.M.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 3rd July.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	To-morrow.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 27th inst.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 24th July.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	YAMAGUCHI	Jap. str.	1	...	...	On 21st inst., at 8 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

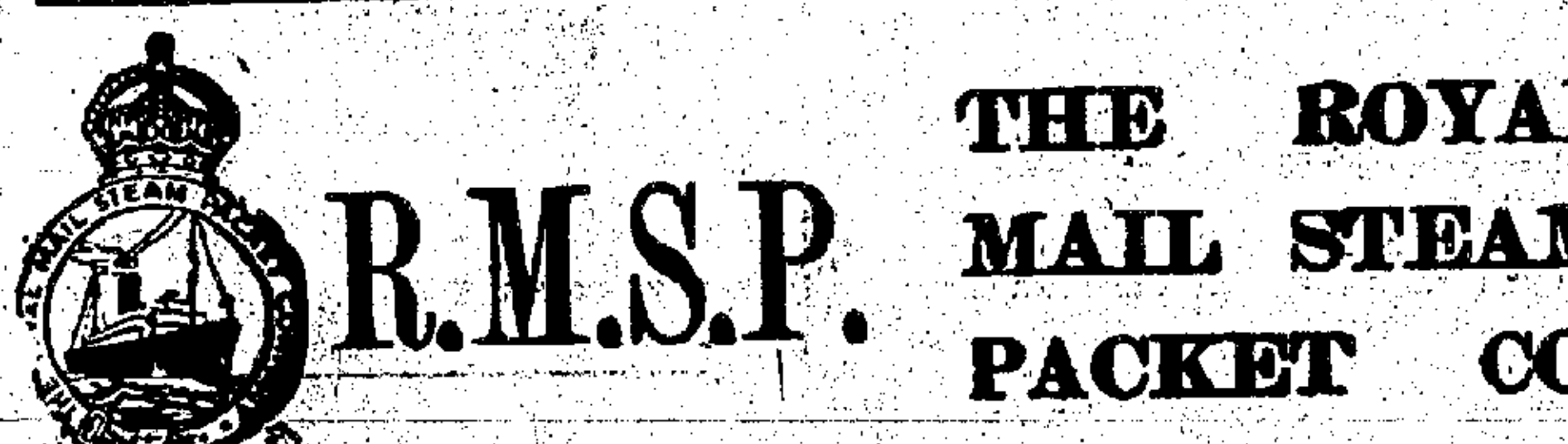
FOR	STRAMERS	TO SAIL
MANILA	"YUENSIANG"	Saturday, 24th June 3 P.M.
BRANGHAI	"YUENSIANG"	Sunday, 25th June, D'Light
SHANGHAI	"YUENSIANG"	Monday, 26th June, 4
SHANGHAI via TIENTSIN	"YUENSIANG"	Tuesday, 27th June, D'Light
SHANGHAI	"YUENSIANG"	Wednesday, 28th June, 5 A.M.
HOIHOW and HAIPHONG	"YUENSIANG"	Thursday, 29th June, D'Light
KOBE and MOJI	"YUENSIANG"	Friday, 30th June, 5 P.M.
MANILA	"YUENSIANG"	Saturday, 1st July 3 P.M.

RETURN TOURS TO JAPAN.
 The steamers "KUMANG," "NAGASAKI," "LAIRANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 33 days. This service is supplemented by the "YATSHING," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning there direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodations for First-Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yanteng, Port, Chefoo, Tientsin, Dalay, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Uluken, Jesselton and Labuan.
 UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS
 all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
 Telephone No. 215.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 Hongkong, 23rd June, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Telephone No. 215.
 Hongkong, 16th April, 1915. [24]

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Telephone No. 215 Sub. Ex. 10
 Hongkong, 16th April, 1915. [25]

FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
via VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA
 In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"
 18,500 Tons Gross Register—Quadruple Screw—Speed 31 Knots.
 "EMPEROR OF JAPAN"—"EMPEROR OF EUROPE"
 "MONTEAGLE"—"EMPEROR OF EUROPE"
 INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"MONTEAGLE"—1 JULY "MONTEAGLE"—30 AUG.
 "EMPEROR OF RUSSIA"—15 JULY "EMPEROR OF RUSSIA"—6 SEPT.
 "EMPEROR OF JAPAN"—25 JULY "EMPEROR OF JAPAN"—20 SEPT.
 "EMPEROR OF ASIA"—9 AUG.
 Calls at Moji instead of Nagasaki.
 For further information, Sailings, Guide Books, etc., please apply to
 J. H. WALLACE, General Agent, Hongkong. P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES

FOR	STRAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI and NELLORE	...	10 A.M.	Direct
KOBE	...	23rd June	Service
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	...	Noon	Direct
SHANGHAI, MOJI, KOBE, NANKIN and YOKOHAMA	...	2nd July	Direct
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	...	Noon	Direct
NELLORE	...	14th July	Service

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a half (available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
 P. & O. S. N. Co.'s Office
 Hongkong, 20th June, 1916.

E. V. D. PARR,
 Acting Superintendent.

WEATHER REPORT.

On the 22nd at Noon.—The northern depression has passed into the Pacific. The southern depression is stationary, another depression is moving over central China. An anticyclone is well established over the Bon Islands.

Pressure has increased slightly over Japan, Formosa and the Philippines; it has decreased slightly at Shanghai, and is steady over Indo-China.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.15 inch. Total since 1st January, 5.37 inches, against an average of 34.70 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT FORECAST.
 Hongkong & Neighbourhood (S.E. winds, moderate; showery).
 Formosa Channel (S.E. winds, moderate; fine).
 South Coast of China between the same as Hongkong and Lamook. (No. 1).
 South coast of China between the same as Hongkong and Hainan. (No. 1).

HONGKONG TIDE TABLE.

From 23rd to 29th June, 1916.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong Mean Time	Height	H'kong Mean Time	Height
Fri.	23	4 3	4.8	9 28	3.4
Satur.	24	4 48	5.2	10 31	2.2
Sun.	25	5 23	4.4	10 31	2.7
Mon.	26	6 53	5.1	11 35	2.3
Tues.	27	6 53	4.1	1 39	1.7
Wed.	28	6 46	5.0	0 13	3.2
Thurs.	29	7 22	6.8	0 50	3.9
		10 42	3.8	3 38	0.6

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

Captain J. Grant, carrying His Majesty's Mail, will be despatched from this port on or about THURSDAY, the 29th June, 1916, taking Passengers and Cargo for the above Ports. The s.s. "NYANZA" will proceed through to Port Said, Marseilles and London.
 SUEZ and Valuable for Bombay (under arrangement) will be transhipped at Colombo late in the morning of the B.I.S. N. Co.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 18th June, 1916. [1]

CANADIAN PACIFIC OCEAN SERVICES.

LIMITED (PACIFIC SERVICE).

THE Steamship

"MONTEAGLE"

will be despatched from Hongkong at Noon on

SATURDAY, 1ST JULY.

for VANCOUVER via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.
 Hongkong, 20th June, 1916. [814]

HONGKONG—NEW YORK.

For NEW YORK.
 S.S. "SAINT BEDE," On or about 3rd July.
 For BOSTON & NEW YORK.
 S.S. "MUNCASTER CASTLE," On or about 15th July.

It is intended that both of the above vessels will proceed via Panama Canal.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 8th June, 1916.

VESSELS EXPECTED.

CANADIAN MAIL.
 The s.s. "Monteagle" arrived at Kobe on Monday, the 19th instant, at 5.30 p.m., left Kobe on Tuesday, the 20th instant, at midnight.

MERCHANT STEAMER.
 The s.s. "Chakrata" left Singapore for this port on the 19th instant, p.m., and is due here on the 25th instant.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOIA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING
From Hongkong Connecting with From Colombo
24th June. "KATHIAWAR" 17th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOIA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS en route, and offering the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING
From Hongkong S.S. "SALAMIS" 15th August.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.
LONDON & SWANSEA "CITY OF BOMBAY" On 22nd July

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—
THE BANK LINE LTD.,
35, ROSS & CO., CANTON
Hongkong 11th April, 1916. GENERAL AGENTS 104

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR SHANGHAI, MANILA, CEBU AND ILOILO TO SAIL
"LUCHOW" On 25th June, 4 P.M.
"CHIN HUA" On 27th June, 4 P.M.
"SINKIANG" On 27th June, 4 P.M.
"KUEICHOW" On 1st July, 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHIN HUA," "TAMING" and "TEAN"
Excellent Saloon accommodation Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHU" "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 23rd June, 1916. Telephone 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.
Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 23rd June, at 2 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 27th June, at 2 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 30th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 16th June, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "SHIRALA" 5,308 tons, Captain A. J. Terry, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 24th June.
S.S. "CHAKRATA" 5,682 tons, Capt. T. W. J. Stewitt, will be despatched for SINGAPORE & PENANG on 28th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 23rd June, 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &C.

Steamer	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NYANZA	June 29	Through Steamer	Aug. 4	Aug. 13
NELLORE	July 14	Through Steamer	Aug. 16	Aug. 27
NANKIN	July 24	Through Steamer	Sept. 1	Sept. 10
NOVA	Aug. 11	*KATSEAR-I-HIND	Sept. 11	Sept. 18
NORF	Aug. 25	*MOULTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 23	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS.	LEAVE HONGKONG ABOUT
NELLORE	FRIDAY, 23rd June
NANKIN	MONDAY, 3rd July
NOVA	SATURDAY, 16th July
NORF	SATURDAY, 29th July

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave SPOKE about	Due at MARSEILLES if calling about	Due at LONDON about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KASHIMA MARU Capt. Tabusa	21,000	WEDNESDAY, 5th July, at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SADO MARU Capt. Asakawa SHIDZUKA MARU Capt. Noma	12,500 12,500	TUESDAY, 27th June, at 4 P.M. WEDNESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, RANONGANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	NIKKO MARU Capt. Takeda AKI MARU Capt. K. Yoshikawa	9,800 12,500	FRIDAY, 14th July, at 4 P.M. TUESDAY, 15th Aug. at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Sakamoto	8,000	TUESDAY, 27th June
BOMBAY via SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Kobayashi	8,000	MONDAY, 3rd July
SHANGHAI and KOBE	COLOMBO MARU Capt. Nomura	8,000	SATURDAY, 24th June
SHANGHAI, MOJI and KOBE	KIRIN MARU Capt. Sasaki	8,000	TUESDAY, 27th June
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Yoshikawa	2,800	FRIDAY, 14th July, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Sato	16,000	TUESDAY, 27th June, at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.
TOYOOKA MARU
Capt. S. Shirase
15,000
FRIDAY, 7th July, at 4 P.M.

Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

Telephone Nos. 292 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.
Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	SUN., 9th July Noon.
* KIYO MARU	17,500 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon.
* NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omitting Shanghai

* Cargo only.

‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer Sails.
KIYO MARU 17,500 — 14 knots TUESDAY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building. 121

TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FOURTEENTHLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD		
FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND	} ATLANTIQUE	On or about 29th June
YOKOHAMA		
HOMEWARD		
MARSEILLES VIA HAIPHONG	MAGELLAN	On or about 25th June
TOURANE AND SAIGON ...	} ANDRE LEBON	On or about 8th July
(Without transshipment)		

Subject to immediate alteration without notice

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets, available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA
+ "HAWAII MARU" TUESDAY, 4th July, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWITENHAM, PENANG AND COLOMBO.
"SAIGON MARU" T. Yamaguchi WEDNESDAY, 28th inst., at 7 A.M.

JAVA LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOUBABAYA, SAMARANG, BATAVIA AND SINGAPORE.
"NITAKA MARU" THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.
"KAIJO MARU" SUNDAY, 25th June, at Noon.
"ROSHU MARU" WEDNESDAY, 6th July, at 9 A.M.

* Proceeding to Tamsui via Swatow and Amoy.
† Proceeding to Anping and Takao.
These Formosan Liners will arrive at and depart from the Boon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building. 53

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN ST. ALBANS	3rd July 4th Aug.	On 27th July, 11 A.M. On 27th Aug., 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
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